



## Environment and Climate Change Committee

25 January 2023

**Title** Update on LIP funding

**Report of** Chair of Environment and Climate Change Committee

**Wards** All

**Status** Public

**Urgent** No

**Key** Yes

**Enclosures** *Appendix A LIP delivery plan proposals 2023/24- 2024/25*

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### Summary

The impact of Covid 19 on Transport for London's revenues has had a major knock-on effect on the funding available to the Borough to support delivery of its Transport Local Implementation Plan (LIP) for the last three years.

In 2021 TfL asked Boroughs to develop the next three-year delivery plan in stages with the plan for 2022/23 proposals being submitted by 1 November 2021. This plan was subsequently updated in September 2022 once funding for 2022/23 was finalised, albeit at a lower level.

In September 2022, TfL allocated the Borough a total of £1,436k in 2022/23 and a scheduled £1,536k for 2023/24 under LIP.

Appendix A provides a breakdown of the proposals for 2022/23 as they are currently being delivered, and the draft proposals submitted to TfL for 2023/24 and 2024/25.

The Committee is asked to note the proposals and, make any comments or suggestions regarding the 2023/24 & 2024/25 draft LIP delivery plan proposals, and delegate authority

to the Director of Highways and Transportation to submit the final version in line with the timescales prescribed by TfL.

## **Officers Recommendations**

- 1. That the Environment and Climate Change Committee considers and notes that a new three-year LIP delivery plan has been produced for the period 2022/23-2024/25 inclusive as set out in Appendix A.**
- 2. That the Environment and Climate Change Committee agrees that:**
  - (a) the final LIP delivery plan for 2023/24 and 2024/25, due for submission in February 2023, is to be completed taking account of the relevant guidance, TfL comments and comments from this Committee and**
  - (b) that approval of the final LIP delivery plan be delegated to the Director of Highways and Transportation in consultation with the Chair of the Environment and Climate Change Committee.**
- 3. The Environment and Climate Change Committee delegates authority to Director of Highways and Transportation to make operational adjustments as may be necessary due to actual funding provided and to maximise delivery of the 2022/23 LIP delivery plan and future year programmes including acceleration or deceleration of individual proposals and funding allocated between schemes.**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 In March 2019 the Mayor of London approved Barnet's Local Implementation Plan (LIP) produced in response to the third Mayor's Transport Strategy (MTS). This included a series of proposals to implement the MTS locally during the life of the MTS (to 2041) but focusing on the initial 3 years from 2019/20 to 2021/22 inclusive.
- 1.2 In the past, core funding for the implementation of the LIP was provided by TfL through programmes, particularly a formula allocated programme, available to address a range of transport issues. Boroughs were required to make an Annual Spending Submission each year with details of the proposals for funding, for approval by TfL. The 2019/20 Annual Spending Submission was approved by the Policy & Resources Committee in October 2018 at the same time the draft LIP was approved for consultation. A 2020/21 Annual Spending Submission was approved by the Environment Committee in September 2019 for the period April 2020-March 2021.
- 1.3 As the Committee is aware, TfL paused work on the 2020/21 LIP work programme in May 2020, owing to the impact of Covid-19 on their financial situation. Subsequently, available funding has been limited and short term, and often restricted to specific areas of work as Department for Transport (DfT) and TfL negotiated funding arrangements more generally.
- 1.4 TfL provided draft guidance in August 2021 for producing the next three-year delivery plan covering the period 2022/23 – 2024/25. In 2021 TfL asked boroughs to develop this plan in stages given the challenges of planning in the emerging recovery context.
- 1.5 The first stage was a detailed plan for 2022/23 along with details beyond that year for any multi-year schemes beginning that year, this was submitted to TfL in November 2021.

This submission took the place of the usual annual submission and was made on the assumption that funding would be at pre-covid levels.

- 1.6 In March/April 2022 only limited funding was allocated while TfL and DfT continued to negotiate regarding the funding provided to TfL as a whole. The initial allocation was provided to cover a level of staffing costs until 24 June 2022 (which in Barnet was directed towards activities such as School Travel Plans and Road Safety Education) and some limited funding provided for 5 specific schemes from the submitted programme. The delivery period was subsequently extended until early August 2022 and TfL provided some supplementary funds from their reserves to help cover this period.
- 1.7 In August 2022 TfL and DfT came to an agreement and, as a result, in September 2022 TfL released a letter confirming the level of funding available at borough level in 2022/23 and 2023/24. Please see Table 1 for the differences between November 2021 submission, April 2022 funding received, and September 2022 funding received.
- 1.8 The letter confirmed that the funding could be used for any of the schemes submitted in the previous November as long as they had not been ruled out of scope in feedback received (one Barnet scheme required more information, this was provided and thus reinstated in the programme).

Programme	November 2021 submission for 2022/23 funding	April 2022 funding received from TfL (for 2022/23) plus additional from TfL reserves	September 2022 funding received from TfL (for 2022/23)	Total for 2022/23
Corridors, Neighbourhoods and Supporting Measures (includes Cycle Training)	£2,967k	£228k	£1,377k	£1605k
Local Transport Fund (LTF)	£100k	£0k	£0	£0
Borough Cycling (Cycleways Network Development)	£200k		£10k	£10k
Bus Priority	£141k		£15k	£15k
Cycle Parking	£137k		£34k	£34k
<b>TOTAL</b>	<b>£3,545k</b>	£228k	£1,436k	<b>£1,664k</b>

Table 1: Differences in funding based on submission and receipt for 2022/23

- 1.9 The reduced funding available coupled with the short-term nature has had significant impact on delivery including delays in proposals, and in some cases a requirement for previous stages of the scheme development to be repeated. In determining proposals to take forward in 2022/23 Officers undertook a deliverability exercise prioritising schemes based upon:

- Ease of implementation
- Time needed to implement
- Confidence in Viability
- Procurement Requirements
- Confidence in stakeholders supporting the proposals
- Political support

This is in the context that TfL are looking for the majority of schemes to be completed by 31 March 2023, a period of only 6 months.

- 1.10 In August/September 2022 TfL circulated draft guidance for the submission of proposals for 2023/24 and 2024/25 and finalised guidance in mid-October. Submission was requested by 28 October 2022, although an extension till early November was granted given the limited time available.
- 1.11 For the 2023/24 submission, officers undertook an exercise of prioritisation similar to that in Section 1.9, with the addition of assessing the strategic value of schemes against the Councils adopted Long Term Transport Strategy objectives. This approach allows the delivery of the schemes which meet the key objectives to be prioritised. Funding levels for 2024/25 are not yet known but the submission has been made based on an assumption that funding returns to the higher levels previously available i.e., Pre-Pandemic levels.
- 1.12 Regarding our submission, TfL have promised to provide feedback on this submission in January prior to Boroughs making a final submission in February 2023.
- 1.13 For information Appendix A summarises the proposals being taken forward for 2022/23 together with the draft proposals for 2023/24 and 2024/25 as submitted to TfL in November 2022. Adjustments to and between proposals in the current year and future years will be necessary as they evolve in order to manage inevitable changes and maximise delivery.
- 1.14 The Committee is asked to note the current year proposals and the submission made to TfL for the future years.
- 1.15 The Committee is also asked to delegate authority to the Director of Highways and Transportation to make a final submission to TfL in February 2023 for the proposed 2023/24 & 2024/25 delivery plan, taking account of comments from the committee, the relevant guidance and TfL feedback.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 In October 2021 the Environment Committee agreed that the 2022/23 programme should be reported to committee once TfL had confirmed which proposals were agreed and funded and also be reported alongside the rest of the three-year delivery plan once the process for developing had been further established.
- 2.2 The late confirmation of funding for 2022/23 has delayed the finalisation of a programme based on the proposals submitted in November 2021. Delivery of the programmed proposal is now underway.

- 2.3 The timing of provision of guidance and information regarding available funding from TfL has meant that it is not practical to present the 2023/24 (and 2024/25) proposals to Environment and Climate Change Committee prior to submission of the draft to TfL and there will be limited time to make changes between receipt of TfL feedback and final submission.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 As mentioned previously, the schemes for 2022/23 have been assessed based on deliverability due to tight time constraints (between release of funding and delivery end date). The 2023/24 and 2024/25 delivery plan submission has been assessed based on deliverability as well as the strategic value of the schemes against the Councils adopted Long Term Transport Strategy objectives. This allows for the delivery of the schemes which meet the key objectives to be prioritised.
- 3.2 Owing to the limited timeframe in which to formulate the 2022/23 programme and the lead-in times required for a committee decision, an alternative option is not feasible.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Feedback from TfL is expected in January 2023 from which a final version of the proposed delivery plan will be produced taking account of their feedback and this committee comments. Amendments that align with the relevant guidance are planned to be incorporated in the February 2023 final submission to be made to TfL.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The LIP provides the means by which projects and programmes of work are delivered that contribute to the Councils priorities. In particular:

- Clean, safe and well run – by delivering road safety education initiatives and road safety engineering schemes;
- Family friendly – by supporting school travel initiatives, cycle training for children and adults and providing an environment where people of all ages can travel;
- Healthy – by encouraging active travel opportunities through provision of infrastructure information and support;
- Thriving – by supporting projects in town centres and growth areas.

#### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

In recent years LIP funding has contributed around £3M of schemes and activities, in addition to other programmes of funding available from TfL for specific work. In 2020/21 and 2021/22 the amount claimable was about half this value owing to reduced allocations and the impact of the unstable funding on ability to deliver. Despite funding via TfL of other proposals to respond to the impact of Covid the overall funding including all (LIP & non-LIP) TfL programmes was significantly less than normal.

- 5.2.1 For 2022/23 LIP “Corridor” proposals funding was approximately £1,436k. A similar level

is anticipated for 2023/24. Funding levels for 2024/25 are yet unknown.

### **5.3 Legal and Constitutional References**

5.3.1 The Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Mayor's Transport Strategy in its area. Under section 144 of the GLA Act, the Council, when exercising any function is to have regard to the transport strategy and have regard to the Mayor's guidance about the implementation of the transport strategy. The Act contains statutory provisions for the revision of LIP and its implementation in accordance with any timetable stipulated by the Mayor. Under section 146 the Council must submit the LIP, including revised LIP, to the Mayor for his approval.

5.3.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.3.3 Article 7.5 of the Council's Constitution sets out the functions and the Terms of Reference of the Environment and Climate Change Committee. These include responsibility:

- (1) For all borough-wide or cross-area matters relating to the local environment including: Air Quality, Cycling, Walking and Healthy Streets, Biodiversity, Transport and Public Transport, Grounds Maintenance, Highways, On-Street and Off-Street Parking, Road Safety, Lighting, Street Cleaning, Environmental Crime (including littering, fly-tipping, fly-posting, and graffiti), The Council's Fleet, Waste and Recycling, Waterways, Parks and Open Spaces (including allotments and trees), Cemeteries, Crematoria and Mortuary, Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety).

### **5.4 Insight**

5.4.1 The revised delivery plan for 2022/23-2024/25, inclusive was informed by TfL data on cycling, bus use, walking data and collision data. Furthermore, it was informed by an Officer assessment of each scheme against its strategic value and deliverability (for 2023/24-2024/25).

### **5.5 Social Value**

5.5.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

This is not applicable in the context of this report.

### **5.6 Risk Management**

5.6.1 Failure to deliver against the TfL provided LIP funding may affect access to future funding through TfL's funding programmes including extension of the LIP funding programmes

if/when available.

## **5.7 Equalities and Diversity**

5.7.1 The Council has a duty under section 149 of the Equality Act 2010 (“the Act”) in the exercise of any of its functions to have due regard to eliminating discrimination, advancing equality of opportunity and fostering good relations between persons who share a relevant protected characteristic and those who do not share it. The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation.

5.7.2 An equalities impact assessment was undertaken in developing the original LIP and no adverse impacts for any of the groups with protected characteristics was identified by the assessment. The strategic element of the prioritisation for 2023/24 onwards included a consideration of the impacts on groups with protected characteristics.

5.7.3 It is considered that beneficial impacts to some groups, notably persons with a disability and children may be less as a result of the changed funding availability.

## **5.8 Corporate Parenting**

5.7.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

## **5.9 Consultation and Engagement**

5.9.1 Public consultation was undertaken in relation to development of the full LIP and the Councils adopted Long Term Transport Strategy that has informed prioritisation of proposals for the current delivery plan. Future statutory and non-statutory consultation will apply to implementation of various schemes.

5.9.2 Specific consultation on the new delivery plan is not planned, however specific schemes may be subject to local consultation as and when required.

## **6. ENVIRONMENTAL IMPACT**

6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council’s carbon and ecology impact, or at least it is neutral.

## **7. BACKGROUND PAPERS**

7.1 Policy and Resources Committee on 23 October 2018 (item 17) resolved that the committee:

1. Approve the draft Local Implementation Plan for public consultation including with Transport for London.
2. To approve the schemes identified in the Local Implementation Plan Annual Spending Submissions for 2019/20.

3. That the Policy and Resources Committee agree that, following consultation and receipt of TFL recommendations, the Environment Committee make the decision to agree the final draft version of the LIP for submission to the Mayor of London for approval.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9459&Ver=4>

- 7.2 Environment Committee on 21 January 2019 (item 9) resolved:  
That the Committee approved the final draft Local Implementation Plan for submission to the London Mayor for approval.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9733&Ver=4>
- 7.3 Environment Committee on 11 September 2019 (item 16) resolved:  
That the Environment Committee agreed the proposals in Appendix 2 [of that report] for submission to TfL as the LIP Annual Spending Submission for 2020/21  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9907&Ver=4>
- 7.4 Environment Committee on 6 October 2021 (item 10) resolved:
  1. To note the impacts of disrupted LIP funding in 2020/21 and 2021/22 on Barnet's LIP delivery plan and the formulation of the LIP Working Group
  2. To note that a new three-year LIP delivery plan needs to be produced for the period 2022/23-2024-25
  3. To delegate the approval of the first stage of the LIP delivery plan (incorporating proposals being delivered or starting in 2022/23) to the Executive Director for Environment in consultation with the Chairman of the Environment Committee.  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=10912&Ver=4>
- 7.5 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>
- 7.6 LIP 3 year delivery plan guidance October 2021 <https://content.tfl.gov.uk/lip-three-year-guidance-oct21.pdf>
- 7.7 LIP delivery plan guidance October 2022 <https://content.tfl.gov.uk/guidance-on-developing-borough-healthy-streets-delivery-plans-2023-2025.pdf>
- 7.8 LIP Letter to Barnet Council on 27 September 2022 <https://content.tfl.gov.uk/lip-letter-barnet-september-2022.pdf>